

CLASSIFICATION

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SECURITY INFORMATION

25X1A

INFORMATION REPORT

REPORT NO. [REDACTED]

CD NO.

COUNTRY Czechoslovakia

DATE DISTR. 2 March 1953

SUBJECT Railroad Delays and Rolling Stock

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NO. OF ENCLS.

ACQUIRED [REDACTED]

DATE OF 25X1A

INFO [REDACTED]

SUPPLEMENT TO
REPORT NO.

25X1X

- [REDACTED]
1. All passenger trains, express or local, run behind schedule in Czechoslovakia. The trains are no longer crowded, because people prefer to travel in the Czechoslovak Auto Transport (OSAD) buses. These buses usually keep on schedule and now are used for long distance transportation between Prague and outlying towns. A passenger on the Prague-Basel express on 9 December 1952 experienced the following delay: The train left Prague at 7:30 a.m. and, after three delays enroute due to lack of steam, it arrived in Cesle Dubejovice (049/096) at 12:45 p.m., two hours and 19 minutes late. Complaints by the passengers were countered by the train guards who blamed the delays on the quality of coal. 1/
 2. During a trip from Cesle Dubejovice to Prague and Pilsen source observed a surprisingly small number of freight cars and only two complete freight trains. In the station at Cesle Dubejovice there were only two or three cars loaded with coal and a few cars of sugarbeets. 2/
 3. On 9 December 1952 at the station in Uhřetěves (051/198) a transport of 35 tank cars was standing, headed toward Prague. The cars were four axled with a capacity of 83,000 liters, and were marked as follows:
 - a. Benzina Nat. Corp., Roudnice nad Labem.
 - b. Stalin Works, Zalužice u Mostu.
 - c. A third marking was illegible.

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- 1/ [REDACTED] COMMENT: Lack of time for proper washing could also explain the failure to produce sufficient steam.
- 2/ [REDACTED] COMMENT: Since the area Cesle Dubejovice-Prague is agricultural and thinly populated, the absence of freight cars there cannot be used as a typical example of conditions throughout the country.

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